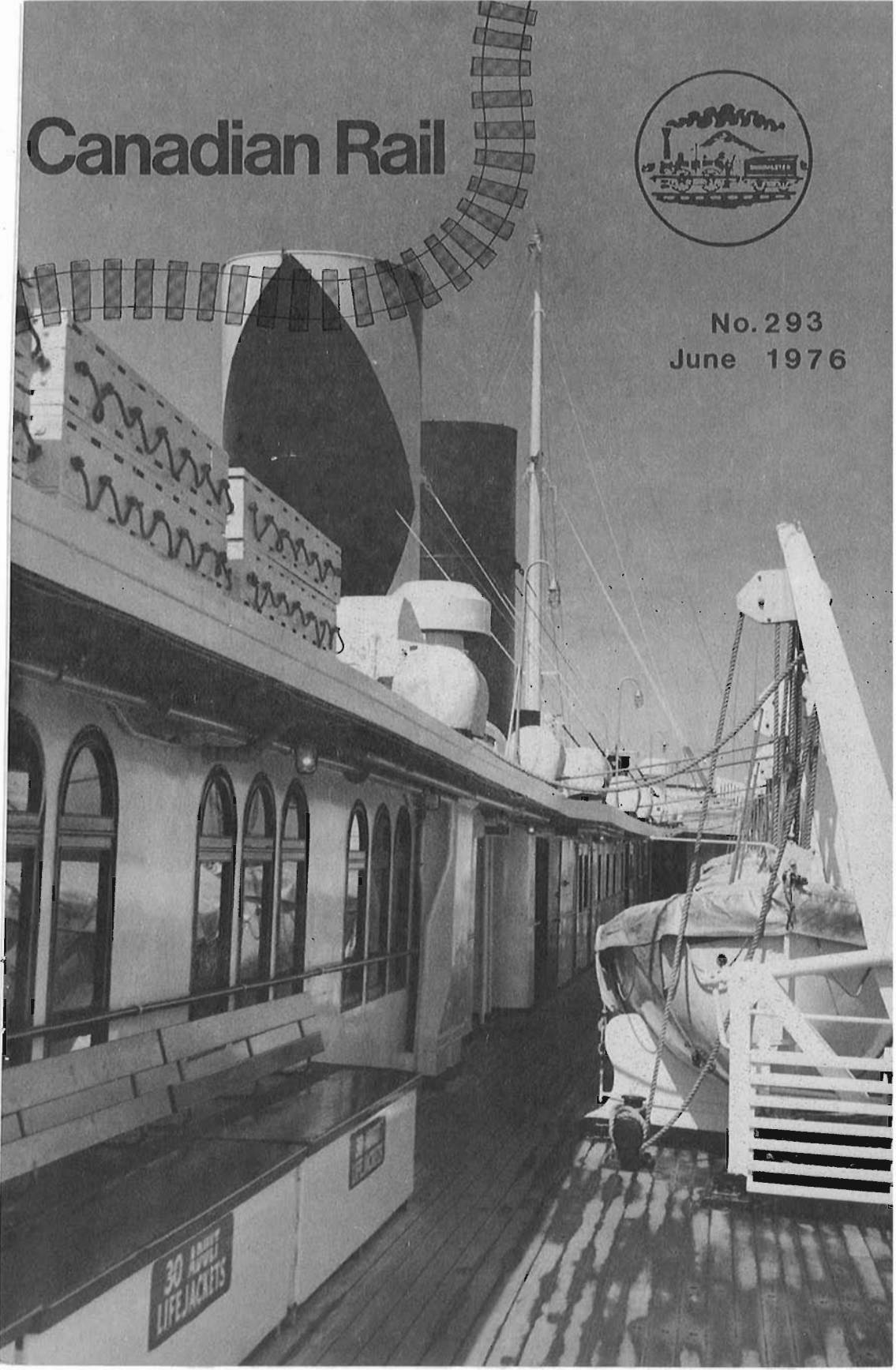


Canadian Rail

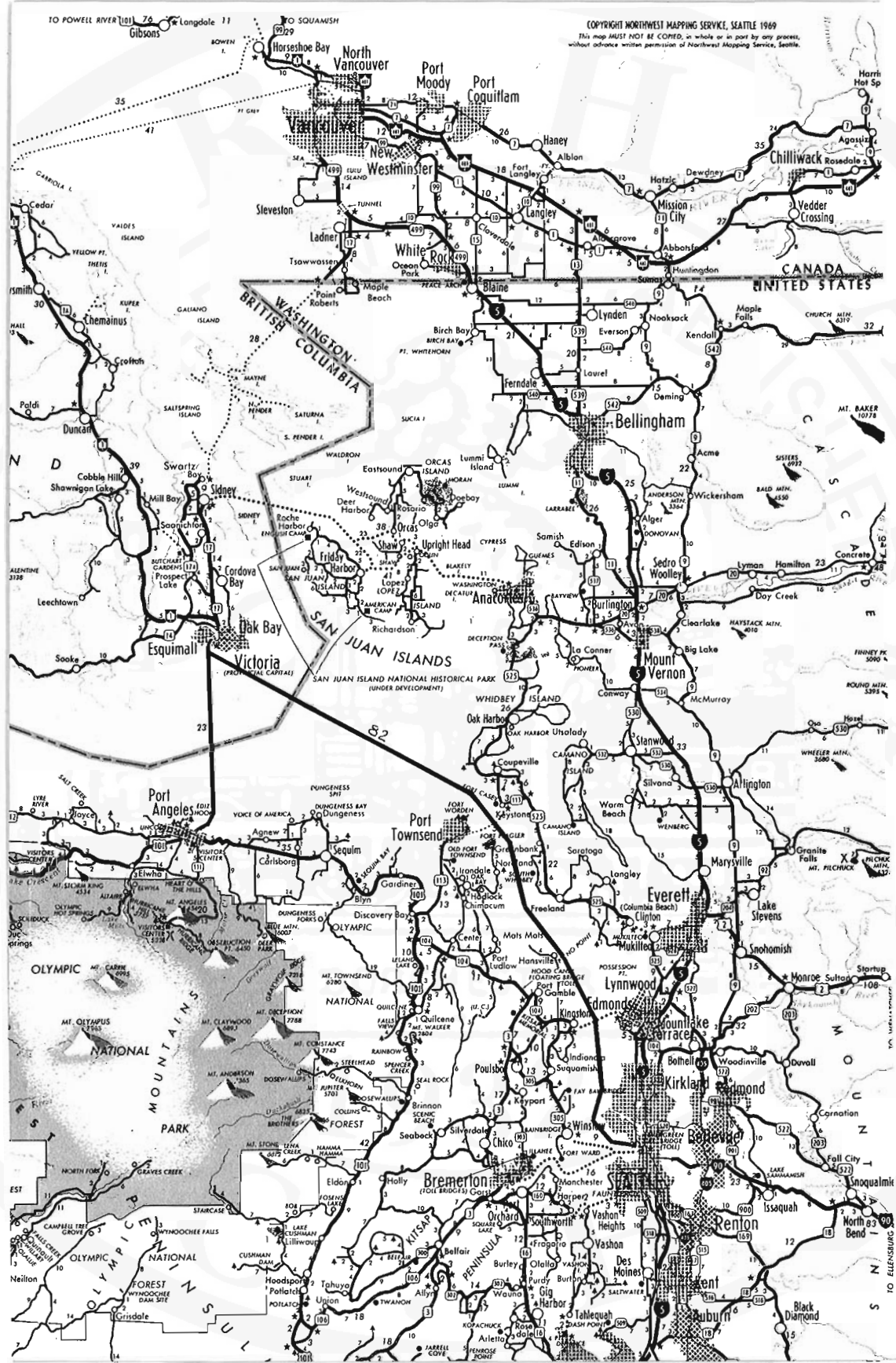


No. 293
June 1976



TO POWELL RIVER 101 76 Longdale 11
Gibsons

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THE GEORGIAN PRINCESS

John E. Hoffmeister

Photographs by the author.

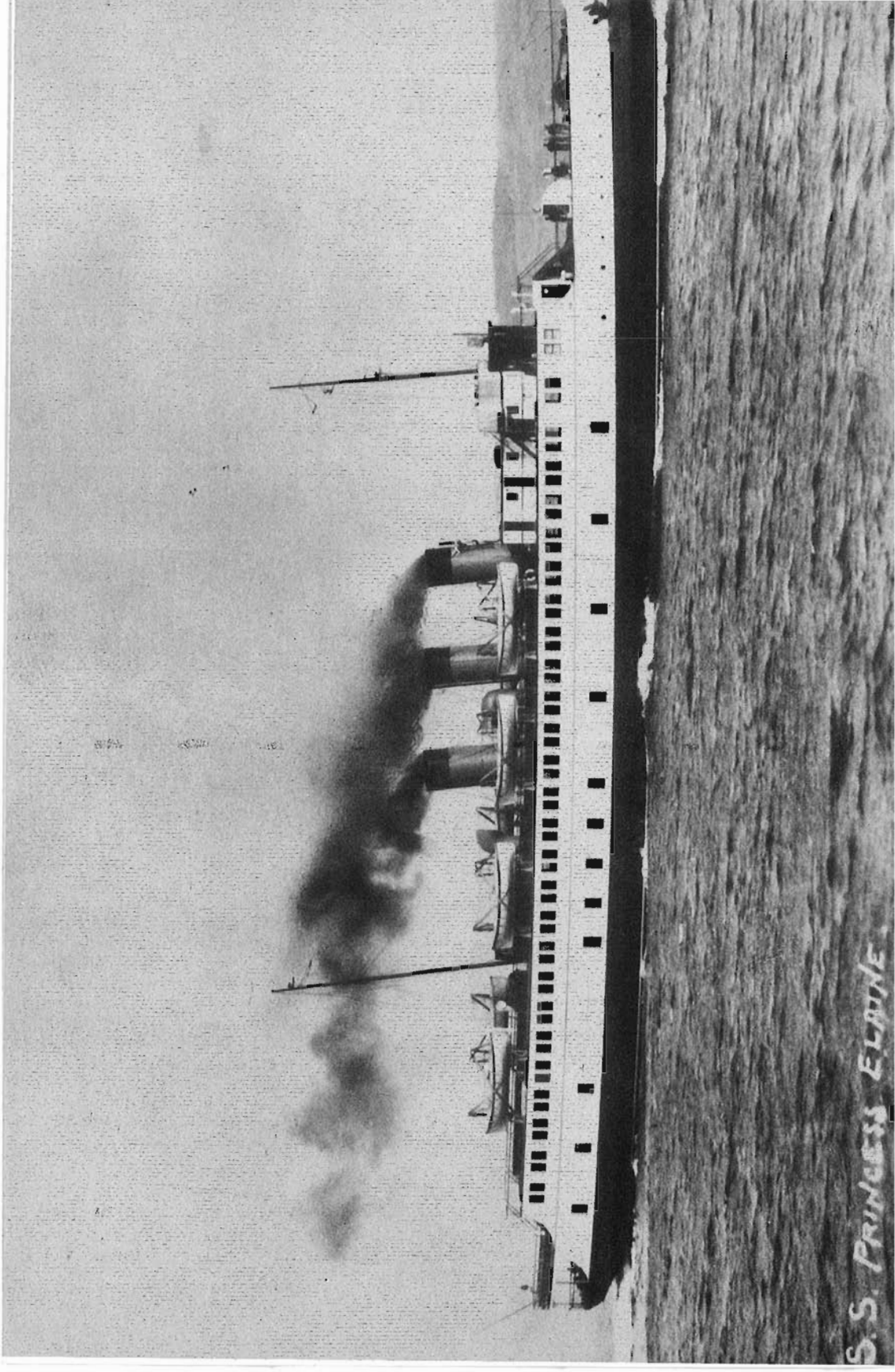
The long and colourful history of marine transportation on Canada's west coast has included no corporate activity more noteworthy than the marine services associated with the Canadian Pacific Railway Company. Almost a century ago, this enterprise steamed off to a gallant start when, in 1877, Captain John Irving started a steamboat service up the muddy Fraser River, carrying passengers and freight upstream to Yale from New Westminster, British Columbia. Beyond Yale, at the mouth of the famous Fraser River Canyon, the ferocity of the current and the rapids, combined with the difficulty of land access to the river, effectively prohibited any serious attempts at up-river water transportation.

It was about this time that Andrew Onderdonk, the ambitious and genial western contractor for the Government of Canada's "Pacific Railway", grew anxious for a reliable means of transport to supply his construction camps located in the Fraser River Canyon and the Thompson River valley. Much human suffering in these work-camps disappeared when it became easier to reach them - and leave them - not to mention the ability to obtain and provide fresh produce to the construction crews. Two years before the trans-Canada Canadian Pacific Railway was completed, Captain Irving merged his "Pioneer Line" in 1883 with the well-known coastal shipping firm of the Hudson's Bay Company.

Further to the south, in the neighbouring State of Washington, U.S.A., the Northern Pacific Railway reached Seattle in 1883, by way of the Columbia River valley, pending completion of its main line to the east over Stampede Pass in the Cascade Mountains. Seattle, already a major seaport and trading centre, in time would sire a profusion of road, rail, sea and air transport routes unmatched in quantity by any other centre in the Pacific Northwest.

Captain Irving lost no time in selecting a new name for his venture. Not unnaturally, he incorporated it as "The Canadian Pacific Navigation Company". The similarity in names was finally resolved in 1901, when the Canadian Pacific Railway Company purchased the interests of the Canadian Pacific Navigation Company. On the formal date of transfer, May 15, 1903, nine CPR screw steamers and five paddle steamers churned British Columbian waters along the coast and in

YOU'RE ABOARD THE S.S. PRINCESS MARGUERITE, STANDING ON D DECK ON THE starboard side, looking forward, as the ship passes Port Townsend en route to Victoria on 10 May 1974. Note the Spanish-style windows, the slatted deck and the CP multimark on the aft funnel.



S.S. PRINCESS ELAINE.

several of the larger interior lakes, notably Slocan, Kootenay and Okanagan.

For the 27 years which followed, Captain J.W. Troup, the previous Superintendent of Canadian Pacific's lake and river steamers, managed the rapidly expanding coastal fleet. With the acquisition of the Esquimalt and Nanaimo Railway Company on Vancouver Island by the CPR in 1905, rapid improvements in service quickly followed. From Vancouver, routes were established to Victoria, Nanaimo, Seattle, the islands in the Gulf of Georgia, Union Bay, Comox, the west coast of Vancouver Island - this service originating at Victoria - and Alaska.

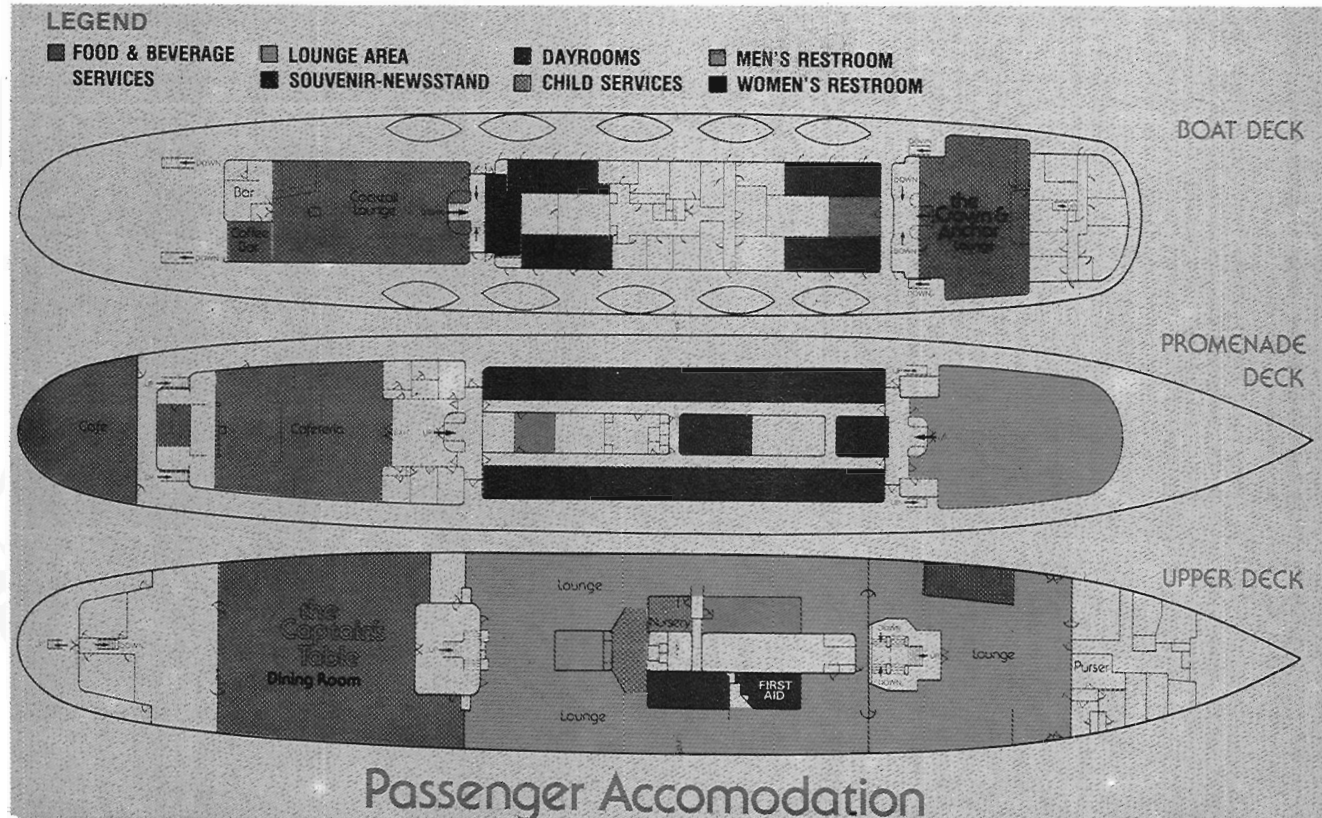
Logically, Vancouver, Victoria and Nanaimo originated most of these runs, with other locations being terminals or way-points. Automobile traffic began modestly in 1907 when, on various occasions, two "horseless carriages" made periodic journeys between the Island and Vancouver city. The Company required two days' notice for any vehicle movement and the automobiles were always carried on the vessel's fore-deck. Curiously enough, the CPR never ventured into the "Sunshine Coast" and northern Vancouver Island trade, leaving these regions to the famous Union Steamship Company.

The growing Canadian Pacific fleet on the British Columbia coast and the lesser operation on the Bay of Fundy on Canada's east coast would boast of a grand total of 32 vessels, 21 of which were built in the United Kingdom. The year 1957 was a record-breaker, when the British Columbia fleet transported an impressive total of 268,666 vehicles on its various routes, principally on the two major runs from Vancouver to Victoria and Nanaimo, for the southern and northern portions of the Island, respectively. Most people loosely described the Canadian Pacific vessels as "ferries" when, actually - with the exception of the MV "Motor Princess" and MV "Island Princess", two distinct vessels - the ships were true "pocket liners", with sloping decks, large displacement hulls, knifed bows and stateroom accommodations.

During the summer of 1958, the Seafarers' International Union called a strike against the Canadian Pacific and shortly thereafter the strike spread to the Black Ball Ferries, another Island carrier. With Vancouver Island virtually isolated from the mainland, the then Social Credit government of British Columbia was forced to find an immediate solution to the problem. This turned out to be the British Columbia Ferry Authority, a public service and therefore apparently immune to labour disputes affecting the service. Nevertheless, there were work stoppages in February 1969 for two weeks and in August 1973 for six days.

By the early summer of 1960, the new Government vessels MV Sidney and MV Tsawassen were in service between Tsawassen Beach in mainland Delta municipality and Swartz Bay, near Sidney, on Vancouver Island. Today, these vessels are on stand-by in the large fleet of provincially-owned ships. The effect of the introduction of the BC Government Ferries was to initiate a decline in the revenues of corresponding CP ships, from which the latter never recovered. In the face of

← SHORTLY AFTER HER ENTRY INTO SERVICE FOR CANADIAN PACIFIC'S BRITISH Columbia Coastal Steamships in 1928, the S.S. Princess Elaine steams along on one of her countless coastal journeys. The locale of the photograph unfortunately is unknown. Margaret Hoffmeister Collection.



The Princess Marguerite has been refurbished and redecored from stem to stern, offering maximum space and variety of facilities for some two thousand passengers.

THE CAPTAIN'S TABLE. Full, formal, licenced dining. Seating for 180 guests. Enjoy sampling our fine menu and friendly service. A Breakfast/Brunch Menu is available each morning.

MAIN LOUNGE. Lots of windows and lots of room. Take a comfortable seat and watch the scenery float by.

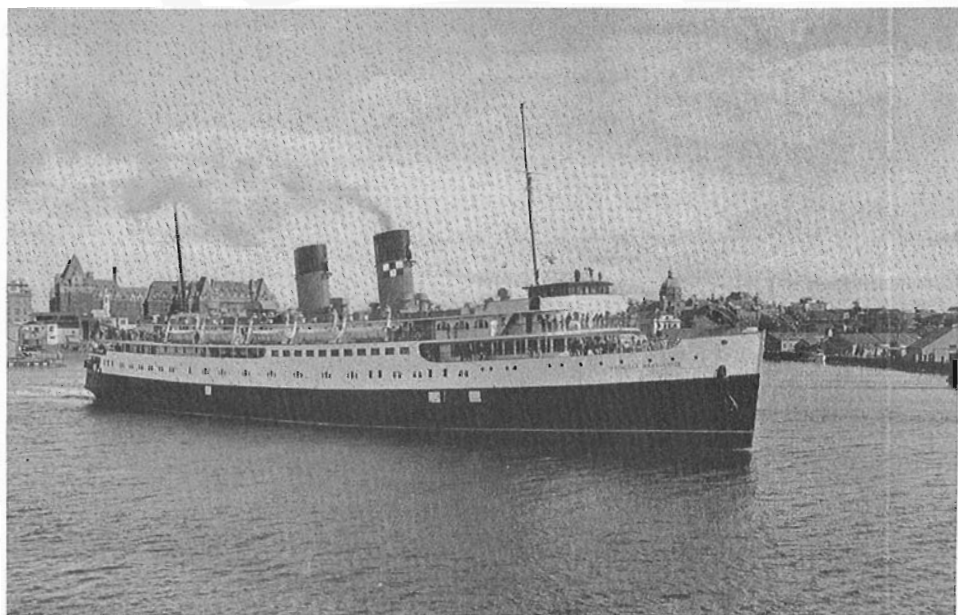
CAFETERIA. Delicatessen lovers can enjoy a snack here anytime; comfortable for the youngsters too.

DAY ROOMS. Extra privacy at reasonable rates. Refreshment service is available in your own cabin. Just ask at the Purser's Office.

OBSERVATION LOUNGE. Ride up front and watch the spray break across the bow. A grand vantage point for scenery. This is a No Smoking area.

THE CROWN & ANCHOR. Cheers! Join us in a toast to the Marguerite — and to your own Princess — in our comfortable, fully-licenced Boat Deck Lounge. Check our complete Cocktail Menu for your favorite.

IMPERIAL BALL ROOM A special feature out of the past — an exotic licenced lounge which features live entertainment.



AFTER MORE THAN 30 YEARS OF SERVICE, THE S.S. PRINCESS MARGUERITE LOOKED not much different, as she sailed out of Victoria's harbour on her way to Seattle.

Photo by Mike Roberts.

a new, fast car-ferry operation, Canadian Pacific's direct Vancouver-Victoria service terminated on 30 September 1962, while the Vancouver-Nanaimo service was reduced to three round-trips daily with the S.S. Princess of Vancouver.

The highly lucrative Black Ball Ferry operation to the Island and the Sunshine Coast passed into British Columbia government ownership in 1963, becoming part of the BC Ferry Authority. Twelve years later, in 1974, there were but five vessels (three steamers and two self-propelled barges) remaining to fly the famous red-and-white squared Canadian Pacific Railway Company's house-flag. One of the residual three steamers was the turboelectric vessel S.S. Princess Marguerite.

The Victoria-Seattle service commenced in 1904 with the little S.S. Princess Beatrice providing the accommodation on the 82-mile run. During the next 70 years, no less than 15 Canadian Pacific vessels would assure this service. Some, like the S.S. Princess Louise, would be frequent visitors, while, coincidentally, the S.S. Princess Elaine, today moored at Seattle and privately owned, appeared only infrequently. In 1925, the S.S. Princess Kathleen and Princess Marguerite (I) replaced the older S.S. Princess of Victoria and Princess Charlotte on the triangular voyage between Vancouver, Victoria and Seattle.

The S.S. Princess Marguerite (I), a three-funnelled, two-masted vessel, was to have a spectacular career that climaxed with her sinking far from home in war service during World War II. Capable of steaming at 22½ knots, she had little difficulty in speeding the late



↑ THE S.S. PRINCESS MARGUERITE WAS ALWAYS POPULAR WITH SEATTLE AREA GIRLS en route to Victoria for a day's outing as this picture of the stern observation area demonstrates. The date was 10 May 1974.

King George VI and Queen Elizabeth between Vancouver and Victoria on 29 May 1939, during the Royal Visit to Canada of that year. When World War II placed severe demands on Canadian shipping, the S.S. Princess Marguerite (I) and Princess Kathleen entered military transport service, with the latter vessel surviving the war period only to sink in Alaskan waters in 1952, after running aground on Lena Point.

With the S.S. Princess Marguerite (I), it was different. Early on the morning of 17 August 1942, during a voyage from Port Said, Egypt to the Island of Cyprus, she absorbed the full impact of a torpedo attack by the German submarine U-83. In the explosion, disastrous fire and capsizing of the ship, only 55 of the 1200 allied troops on board perished before the gallant ship went down.

During World War II, several Canadian Pacific vessels had been sunk and, when peace came, replacements had to be obtained with a minimum of delay. During 1948, Canadian Pacific placed an order with Fairfield Shipbuilding Limited of Glasgow, Scotland, for the first of two identical ships. These vessels were to be named the S.S. Princess Marguerite (II) and the Princess Patricia. For slightly more than a decade, the pair would monopolize the service to and from Victoria, the capital of British Columbia.

Slightly larger than her heroic predecessor, S.S. Princess Marguerite (II) cut a graceful figure, with two medium-sized, shorter stacks riding atop the customary sloped hull. On 3 March 1949, this brand-new pocket liner steamed from the Clyde River estuary in Scotland for Victoria, on the other side of the world, where she arrived exactly one month to the day later. Perhaps the most noteworthy event

in her history took place during July 1955, en route to Vancouver from Victoria. An expectant mother, who was a passenger on board, gave birth to a baby girl during the voyage. The baby was named Diane Marguerite in honour of her birthplace and, today, the 19-year-old young lady still has her birth certificate which states that her place of birth was "aboard Princess Marguerite, en route to Vancouver".

Unquestionably, it was on the Victoria-Seattle run that the S.S. Princess Marguerite enjoyed her finest and most memorable years of service. With the termination of the direct Vancouver-Victoria sailing on 30 September 1962, the vessel continued to run between Victoria, Port Angeles and Seattle only, during the late spring to early autumn season, each year.

Her sister ship, the S.S. Princess Patricia, was scheduled as the regular steamer on the summer-season Alaska cruise, which appointment she has held for the last eleven years. From October to April, both vessels were laid up at Victoria for repairs and maintenance.

In an attempt to capture the true "ambience" of a coastal voyage, let's suppose that it is nearing 18:00 hours on a pleasant summer evening in 1974, as we board the S.S. Princess Marguerite in Vic-

↓ AN ARRIVAL OF THE S.S. PRINCESS MARGUERITE AT VICTORIA, B.C., DURING late May 1974. The ship is about to dock and will remain in port about five hours before returning to Seattle, where she will remain overnight.



toria's Inner Harbour, for the 4-hour, 82-mile run across the Strait of Juan de Fuca and down Puget Sound to Seattle.

Boarding the ship by the main passenger gangway, the Purser's office is on our immediate right, flanked by banks of lockers for the storage of light baggage and personal effects. The grand staircase invites us up to C Deck, where we find the well-appointed forward observation lounge, with commodious staterooms to both port and starboard. Restaurant and coffee-shop facilities are located at the stern. Above and forward on D Deck is the "Patricia Room", staffed by friendly, attentive stewards, where the informal cocktail and after-dinner liqueur are a pleasure. There are more passenger areas amidships and the news-stand and an open observation area are located at the stern of the ship.

As we walk about, the outside observation area at the stern begins to fill rapidly and the trick is to secure a deck-chair from which to view the departure, the panorama of Victoria and the Strait from this wonderful, waterborne platform.

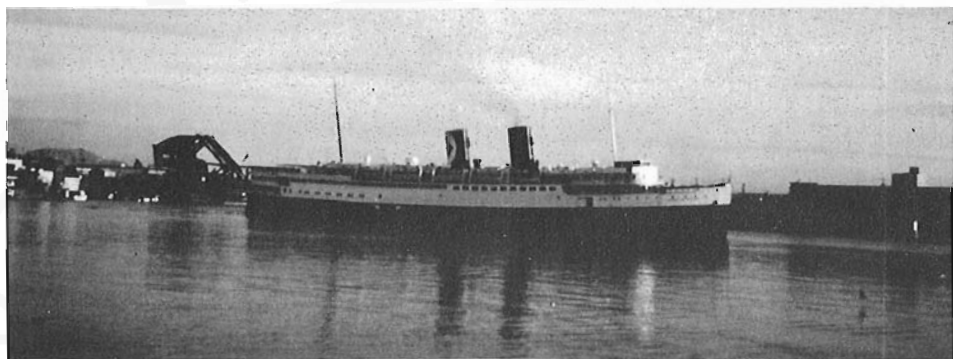
Suddenly, the comparative quiet of Victoria is corrugated by the deep-toned steam whistle of the ship, booming three long, distinct blasts. The mooring lines to the dock are rapidly hauled on board by the winches and the vessel begins to move imperceptibly away from the dock. Slowly she moves astern, carefully reversing into the middle of Victoria's famous harbour. Some of our more apprehensive companions may fear that the S.S. Princess Marguerite may collide with the MV Coho, the Black Ball Ferry's ship from Victoria to Port Angeles, which is moored on the opposite side of the Inner Harbour.

But Captain William Warden is skilled in this manoeuvre and eases the Princess Marguerite clear of the assisting tugs and pleasure craft in the area and, with a noticeably smooth surge of power, our ship, "ahead slow", glides out of the harbour. On the port side, the grain elevators of Canadian National Railways' Ogden Point facilities mark the entrance to the Strait of Juan de Fuca.

Our speed has been increasing gradually and we are now running near our maximum of 20 knots. The skyline of Victoria unfolds in the background, enhanced by the natural beauty of Beacon Hill Park, ablaze with colour in the early evening sunset. Further along the shore, the neatly kept residential environs of Victoria and Oak Bay gradually fade into the indistinguishable merging of land and sea. Off to starboard, across the Strait in the neighbouring State of Washington, the majestic snow-clad summits of the Olympic Mountains decorate the horizon.

Our progress across the Strait toward Puget Sound is smooth and dreamlike. Near the half-way point, a fleet of trawlers and seiners glide by us on their way from the Sound to the fishing grounds west off Cape Flattery and further south to the mouth of the wide Columbia River, off Ilwaco. On our port side, Whidbey Island appears, with its expanses of pastoral and forest land, while along the starboard side may be seen historic Port Townsend, one of the older maritime settlements in the Pacific Northwest.

It is nearly 19:30 hours and we slow a little, changing course a few degrees to enter Puget Sound. South of Port Townsend, an endless procession of evergreen-clad islets files past our ship. Off the port bow, there appears the serrated pattern of the Cascade Range, about 40 miles inland, which separates semi-arid central Washington



↑ THE LAST EXIT OF THE S.S. PRINCESS MARGUERITE FROM THE HARBOUR AT VICTORIA, B.C. on 29 September 1974 - the last exit, that is, under the multimark design of CP RAIL.

from the year-'round green of the coast. To starboard, in contrast, are the towering peaks of the Olympics, dominating the central portion of the peninsula of the same name.

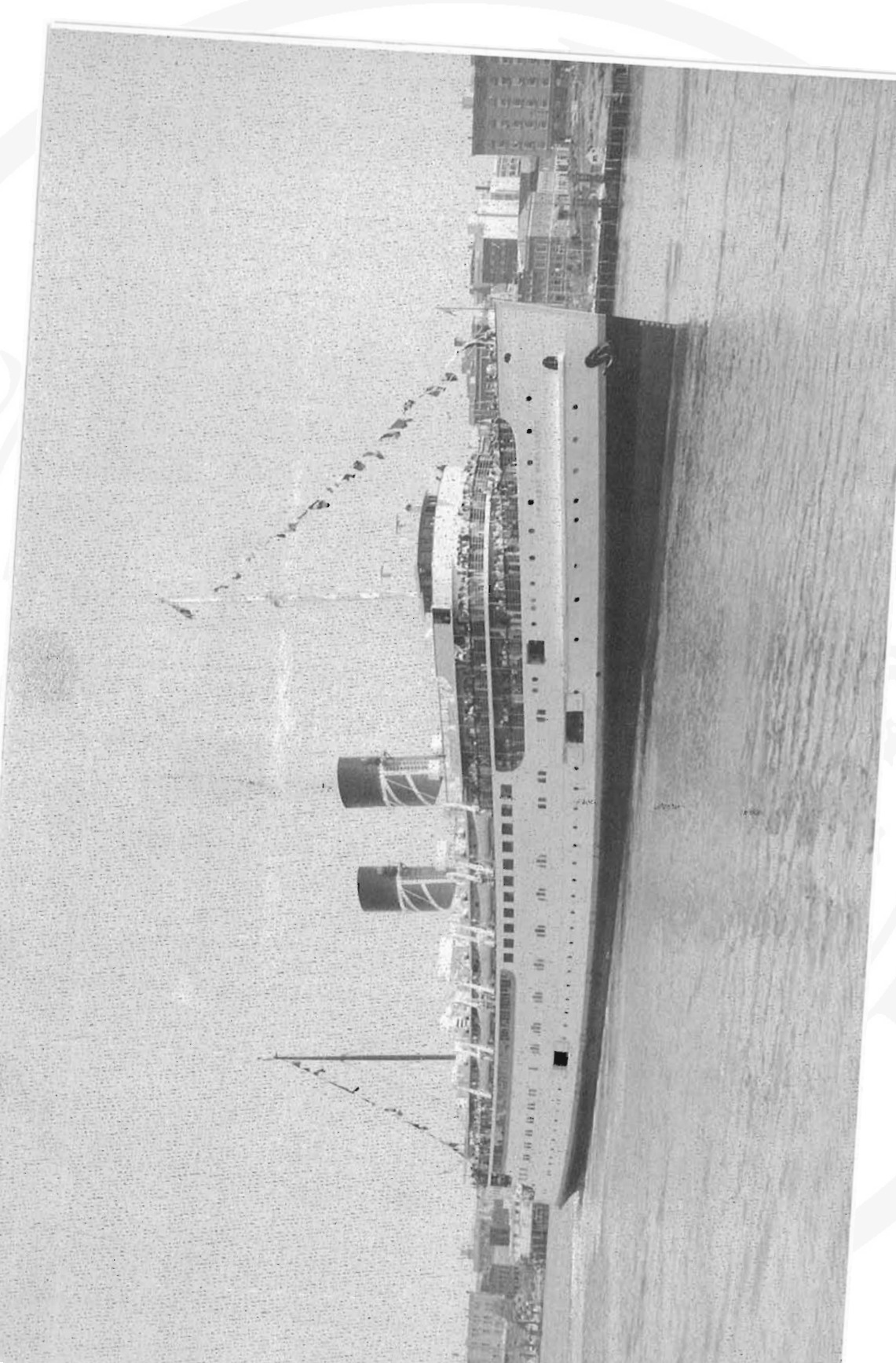
A casual glance astern reminds us of the impressive power of the S.S. Princess Marguerite's steam turboelectric power plant, under the control of Second Engineer Sid Bishop. Spreading out from the twin propellers at the ship's stern is a turbulent, foaming wash, an indication of why it is seldom necessary for the Princess Marguerite to operate at her full speed of 20 knots.

Our speed is reduced slightly and soon the reason for it appears. Crossing our bow, at a distance, is the MV Elwha, one of Washington State's newer super-ferries, on her endless shuttle from Edmonds on the mainland to Kingston on the Kitsap Peninsula. Her decks, already ablaze with lights, anticipate the enveloping darkness in the shadow of the Olympics, whose peaks are tinted with sunset crimson. On the mainland shore, we can see trains on the busy main line of the Burlington Northern, once the Great Northern Railway, up the coast to Vancouver and eastward through the Rockies to the distant twin cities of Minneapolis and St. Paul, Minnesota.

On the bluffs above, the majestic homes of Edmonds and nearby Richmond Beach and Innis Arden stretch southward as far as the eye can see, the first indication of the major metropolis that lies less than half-an-hour away. Rounding Magnolia Bluff, the vast, continuous expanse of the city of Seattle, Queen City of the Northwest, unfolds, stretching across the entire eastern horizon.

Our ship's engines slow to "ahead half" and then to "ahead slow". With a blast of the deep-toned steam whistle, our arrival in Seattle is announced and docking procedures soon begin. It will not be long before we will have to leave our "Princess", with considerable reluctance. It has been a most enjoyable trip.

A public announcement by CP RAIL on 23 September 1974 took everyone on the west coast by surprise and caused great dismay. The notice said that, one week later, the S.S. Princess Marguerite would make her last run to Seattle, after which she would be offered for sale by tender, hopefully for future operation; otherwise, for scrap.



CP RAIL justified this action as a consequence of operational losses of over \$ 250,000 during the 1972-73-74 seasons, despite the fare increases granted by the Canadian Transport Commission in each of these years and operation of the vessel at full capacity. Unofficial estimates of traffic were 270,000 fares and 27,000 automobiles annually on the Seattle-Port Angeles circuits over the past five years.

The final operation of the S.S. Princess Marguerite by CP RAIL took place on the weekend of 29-30 September 1974. On board for this final voyage was a throng of Seattle "Times" carriers on their paper's 47th. annual outing on a Canadian Pacific pocket-liner from Seattle to Victoria. Many Victorians booked stateroom passage for what was said to be the vessel's final journey. Captain Warden and his Chief Officer appeared on the flying bridge and with three strong booming blasts, the "Princess" slipped quietly away for the last time.

Dockside automobiles saluted her sailing with their horns and someone shouted "So long, Skipper!" Throughout her final journey, at frequent intervals, the three whistle blasts were repeated, reminding listeners of the occasion, which saddened not only her Master but "Johnny", the vessel's attentive young purser, Chief Cook Sammy Tong, and the entire crew.

The "Marguerite" tied up at Victoria on the afternoon of the 30th. She was joined a few days later by the "Patricia". CP RAIL set the record straight by announcing that the S.S. Princess Patricia was scheduled to resume the Alaska cruise in the spring of 1975, while the "Marguerite" was handed over to Canadian Pacific subsidiary, Maple Leaf Shipping, for "disposition".

During the autumn/winter of 1974-75, several attempts were made to purchase the "Marguerite" for continued operation; one effort was chaired by the Honorable His Worship Mayor Peter Pollen, Victoria's outspoken and capable administrator. The parties failed in their attempts to agree on a purchase price for the ship. The situation looked bleak.

Then, on 11 March 1975, the unexpected happened. The Government of British Columbia announced the purchase of 8.7 acres of harbour land - and the S.S. Princess Marguerite - in Victoria for the sum of \$ 2,475,000. The crown corporation created thereby - the British Columbia Steamship (1975) Company - assumed the operation of the ship.

The CP RAIL steamship era at Victoria ended when the "Patricia" sailed for her new home in Vancouver on the morning of 11 March 1975. The "Marguerite" was repaired at North Vancouver, where her passenger accommodations were greatly improved.

On 1 June 1975, the "Georgian Princess" T.E.V. Princess Marguerite, sporting a Union Jack motif on her funnels, delighted Victorians with a series of short mini-cruises in local waters. The following day, 2 June 1975, British Columbian Premier David Barrett and Washington State Governor Daniel J. Evans made the Victoria-Seattle trip in the wheelhouse, as service was resumed.

← RESURRECTION! THE "PRINCESS MARGUERITE" LADEN WITH HAPPY RESIDENTS of Victoria, on the first of three mini-cruises to Chatham and Discovery Islands, Saturday, 31 May 1975, steams proudly away from the wharf. The following day, Washington State Governor Daniel J. Evans and British Columbia Premier David Barrett made the first crossing to Seattle. Technically, the "Marguerite" is not part of B.C. Ferries but is under the wing of the British Columbia Steamship Corporation (1975) Limited. For the Author, this was a specially happy moment.

Regrettably, Captain Warden could not "officiate" on this trip. He had been appointed as captain of another Canadian Pacific ship, relinquishing command to Captain W. Black, the "Marguerite's" previous master.

And so the S.S. Princess Marguerite (II) still lives and, if reports received at year-end are an indication, business has been and may be expected to be brisk this year on the Victoria-Seattle-Port Angeles circuit.

Statistics.

| | <u>Princess Marguerite (I)</u> | <u>Princess Elaine</u> | <u>Princess Marguerite (II)</u> |
|-----------------------------|--------------------------------------|---|---|
| Official number | 150910 | 154739 | 190660 |
| Yard number | 505 | 520 | 729 |
| Builder | John Brown | John Brown | Fairfield Shipbuilding & Engineering Co. |
| | Clydebank | Clydebank | Glasgow |
| | Scotland | Scotland | Scotland |
| Gross tonnage | 5,875 | 2,125 | 5,911 |
| Length/breadth/depth | 350x60x26 ft. | 299x48x16 | 359x56x25 |
| Propulsion | steam turbine | steam turbine | turbo-electric |
| Rated speed | 22½ knots maximum | 19½ knots max. | 23 knots max. |
| Identifying characteristics | 3 funnels; 2 masts. | 3 funnels; 2 masts. | 2 funnels; 2 masts. |
| Capacity | 1,500 passengers; 50 automobiles. | 1,200 pass.; 60 autos. | 2,000 pass.; 90 autos. |
| Launched | 29 Nov. 1924 | 26 Oct. 1927 | 26 May 1948 |
| Ex Clydebank | 25 Mar. 1925 | 17 Mar. 1928 | 06 Mar. 1949 |
| AR Victoria, B.C. | 26 Apr. 1925 | 25 Apr. 1928 | 06 Apr. 1949 |
| Disposition | SUNK by U-83. | Sold to Mrs. T. Rogers, Seattle, for restaurant. | To international service: Victoria- Port Angeles-Sea- ttle, Wash. |
| Date | 17 Aug. 1942 | December 1967. | 30 Sept. 1962. Retired and offered for sale by CP RAIL 30 Sept. 1974. Purchased by Gov't. British Columbia 11 March 1975. |

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The VICTORIAN }
The VICTORIA DAILY TIMES }
The DAILY COLONIST }

various dates, 1962 to 1974.
Victoria, British Columbia.

Assistance.

Mr. Ted Oakman, Victoria, B.C.

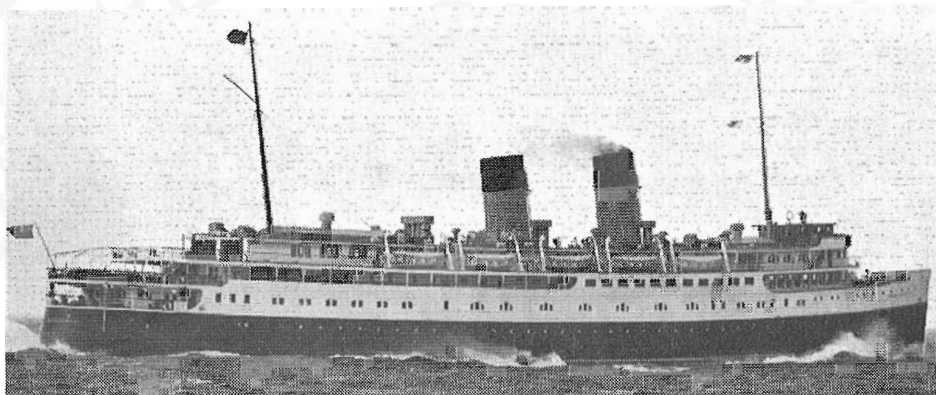
Mr. John Shaw, Victoria, B.C.

Mr. S.S. Worthen, Montréal, Qué.

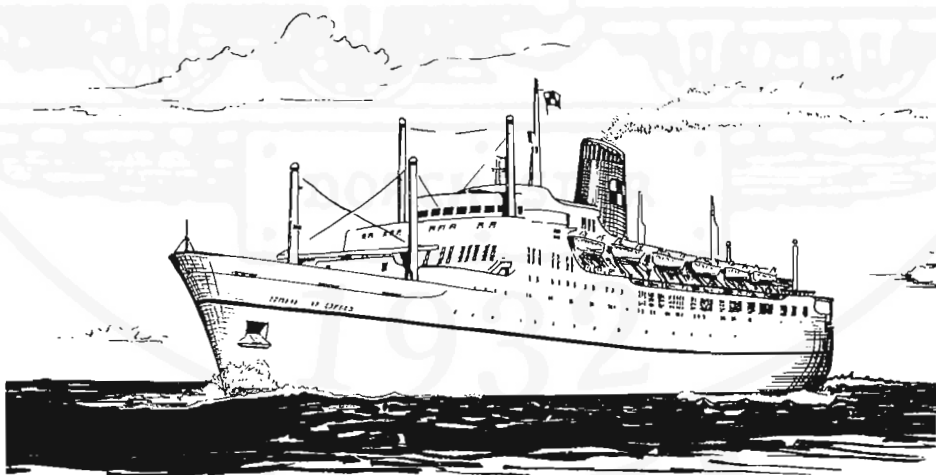
Former long-time CPSS employee.

Chief Engineer, MV Seaspan
Challenger, Seaspan International Limited.

Editor, CANADIAN RAIL.



THIS PICTURE OF THE S.S. PRINCESS MARGUERITE, TAKEN DURING HER TRIAL runs in the Firth of Clyde, is reproduced with the kind permission of Garside & Mackie Limited and Canadian Pacific Limited.



BONAVENTURE STATION MONTREAL

S.S.Worthen

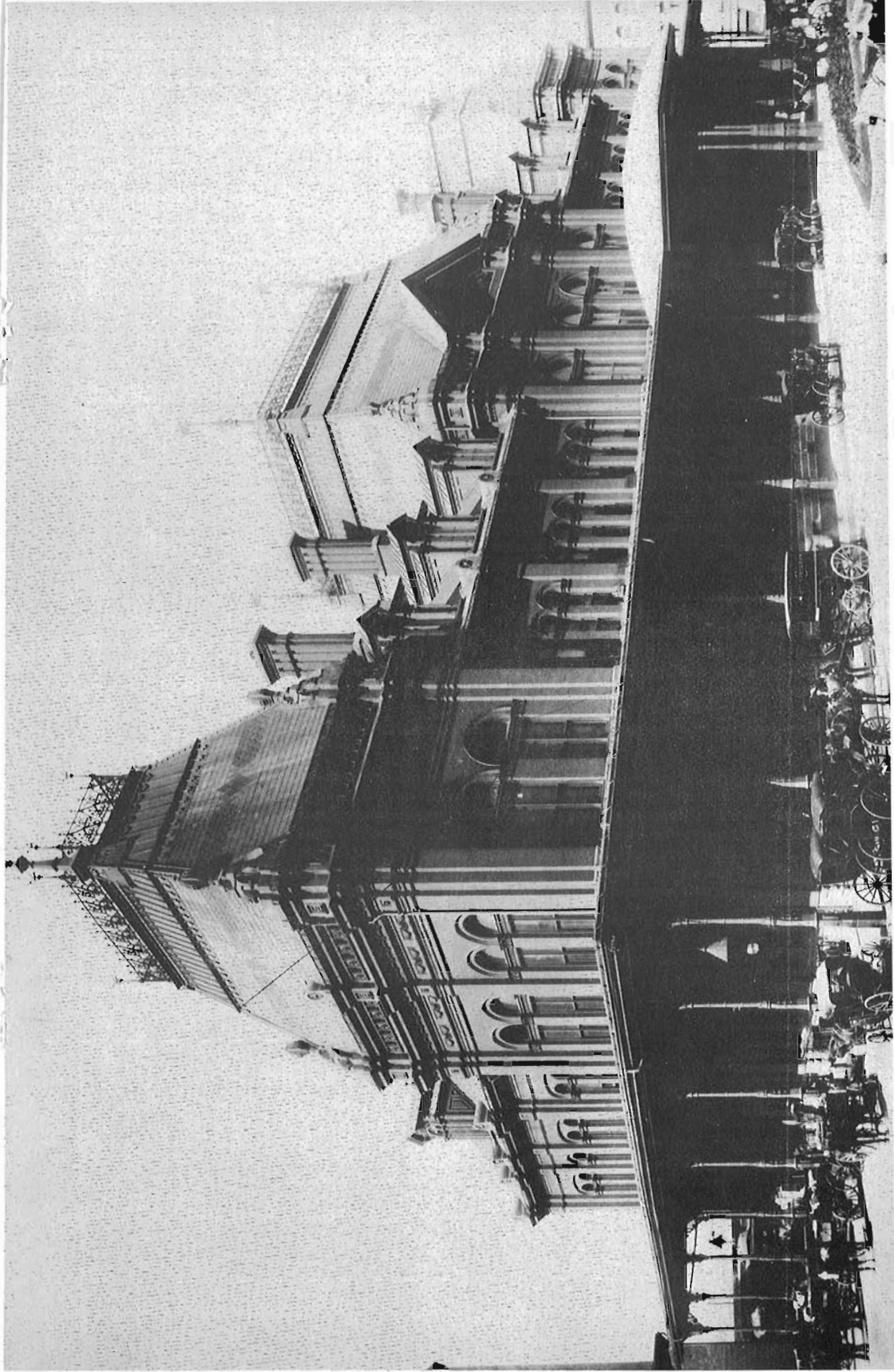
Whenver an illustration appears, depicting the Victorian grandeur which was Bonaventure Street Station, Montréal, it is hard to remember the real appearance of this amorphous structure which, for so many years, played such an important part in the development of Canada's largest metropolis. The genesis, development and destruction of Canada's first main-line railway terminal took place over a period of a century and a quarter.

Following the successful operation of Canada's first public railway, the Champlain and St. Lawrence Rail Road, opened on July 21, 1836, James Ferrier of Montréal and his associates began to plan in 1844 the construction of a railway from the foot of navigation on Lake St-Louis to the city of Montréal. The purpose of this railway was to shorten the time required to transport people and goods from the river boats of the St. Lawrence to the lake boats which could pass through the Lachine Canal to the upper St. Lawrence River and the Great Lakes.

Incorporating the Montreal and Lachine Rail Road in 1846, the directors built a railway parallel to the Lachine Canal, using the material excavated from the canal, which was then being enlarged. The railway right-of-way followed the course of the Little St-Pierre River from its outlet from Petit Lac St-Pierre (Lac à la l'Outre) at Côte St-Paul, along St-Bonaventure Street, later renamed St. James Street, to Chaboillez Square in the-then western part of Montréal.

The construction of the railway through the marshes of Petit Lac St-Pierre near its outlet proved to be a costly business, as the line had to be carried on wooden pilings for much of the distance. It is said that two steam locomotives were lost in this swamp at Turcot, just west of Côte St-Paul, one in 1846 (said to have been built in Dundee, Scotland) and another in 1855.

→ OPENED FOR BUSINESS IN OCTOBER 1888, THE "NEW" BONAVENTURE STREET Station of the Grand Trunk Railway was, indeed, all castellated Victorian grandeur. Calèches abounded, a plot of greenery graced Chaboillez Square in front of the porte-cochère. The year was probably 1888, since the small stone tower, "mildly suggestive of Windsor Castle", at the corner of Windsor and Osborne Streets, cannot be seen over the top of the four-storey building on the extreme right, across St-Bonaventure Street. Photo courtesy Canadian National Railways.





The Montreal & Lachine Rail Road was opened throughout in November 1847. The line ran in to Montréal from Côte St-Paul through the village of Tanneries to the terminus on Chaboillez Square. From the beginning, this terminal station was called "Bonaventure" after the adjoining street. Both were named for the medieval theologian-saint, St-Bonaventure. The station was used only by local passengers to and from Lachine and intermediate points until 1852, when the Montreal and Lachine, amalgamated with the Lake St. Louis & Province Line Railway in 1850 to form the Montreal and New York Railroad Company, ran its first train through from Montréal to Plattsburg in New York State, U.S.A. This north-south route was preferable for a short time to that of the Champlain and St. Lawrence, for it avoided the rather lengthy water journey from Montréal to La Prairie and, after 1852, from Montréal across the St. Lawrence River to the C&St.L.'s terminus at South Montréal on Moffat's Island near St. Lambert.

The Montreal & New York inaugurated a railway car-ferry service between Lachine and Caughnawaga on the south shore of the St. Lawrence in 1852. The ferry was named the "S.S.Iroquois" and she could carry a steam locomotive, probably a 4-4-0, and three passenger or freight cars, per trip.

The destructive rate-war which developed between the Champlain & St. Lawrence and the Montreal & New York for the traffic from Boston and New York to Montréal was so ruinous to both companies that, to survive, they were forced to amalgamate in 1857, becoming the Montreal and Champlain Railroad Company. During the previous five-year interval, traffic to and from Bonaventure Street Station increased, but this increase was due primarily to local traffic between Montréal and Lachine, rather than long-haul passengers. Montréal was gradually spreading westward toward the village of Tanneries and added traffic was carried in the winter when the Lachine Canal was closed. Meanwhile, in 1851, the Champlain & St. Lawrence had made an end-on connection with the Vermont Central Railroad at Rouse's Point, New York and had thus become part of the through north-south rail route from New York and Boston to Montréal.

The greatest influence on transportation patterns to and from Montréal was the incorporation on November 10, 1852 of the Grand Trunk Railway Company of Canada. This company purchased the St. Lawrence & Atlantic/Atlantic & St. Lawrence Railroad the following year but, with its northern terminus initially at Longueuil on the south shore of the St. Lawrence River opposite Montréal, it could not then participate directly in the traffic to and from that growing metropolis.

To join the eastern and western portions of its main line, the Grand Trunk, at the time partially under construction from Toronto to

← THE INTERIOR OF THE "NEW" (REBUILT) BONAVENTURE STATION OF 1888 WAS no less ornate Victorian than the outside. Varnished plywood arm-chair seats, unpadded, and with the initials "G.T." monogrammed in perforations in the backs, were the order of the day. The dual double doors were the entrance from the porte-cochère on Chaboillez Square, while to the left of the entrance was the Telegraph Office. Then followed the ticket-wicket. Under the "Regulator" high on the wall was an upright Franklin stove in a wall-recess and, immediately to its left was the First-Class Waiting Room. When the station was demolished in the 1950s, one of the stained-glass semicircular windows at the top of the main windows above the doors was carefully removed and preserved. Photo courtesy Canadian National Railways.

Montréal, determined to build a bridge across the St. Lawrence at Montréal. A survey by GTR engineers in 1858 rejected the proposal to bridge the river from Longueuil to Hochelaga, via Ile Ronde. The directors of the railway had faith in Robert Stephenson's ability to bridge great rivers and he designed the "tubular" bridge to carry the railway across the river from St. Lambert to Pointe-St-Charles, where the GTR's Toronto-Montréal main line then terminated.

With the opening of the Victoria Tubular Bridge on December 17, 1859, the GTR was able to carry traffic in and out of Montréal. However, its passenger station was located in November 1855 at Pointe-St-Charles, adjacent to their shops and freight yards, but remote from the centre of the city. From October 1856, there was year-round movement of passengers and freight via the provincial gauge from the Atlantic seaport of Portland, Maine to Toronto. The GTR's extension to Sarnia was opened 13 months later. The railway's station in Montréal was then located on St-Etienne Street, today Bridge Street, the northern access to the Victoria Jubilee Bridge.

In anticipation of its completion of a "main line" through Montréal, the GTR had persuaded the City in 1860 to secure the necessary powers from the Legislature of Lower Canada to expropriate a right-of-way and station site in the centre of the city. Thereafter, the railway was empowered to build a line from Pointe-St-Charles into Montréal, to the area around McGill Street. But the City engineers evaluated the proposition as too costly and involved, requiring as it did some vehicular subways, a swing-bridge over the Lachine Canal and the replanning of the entire central part of the city.

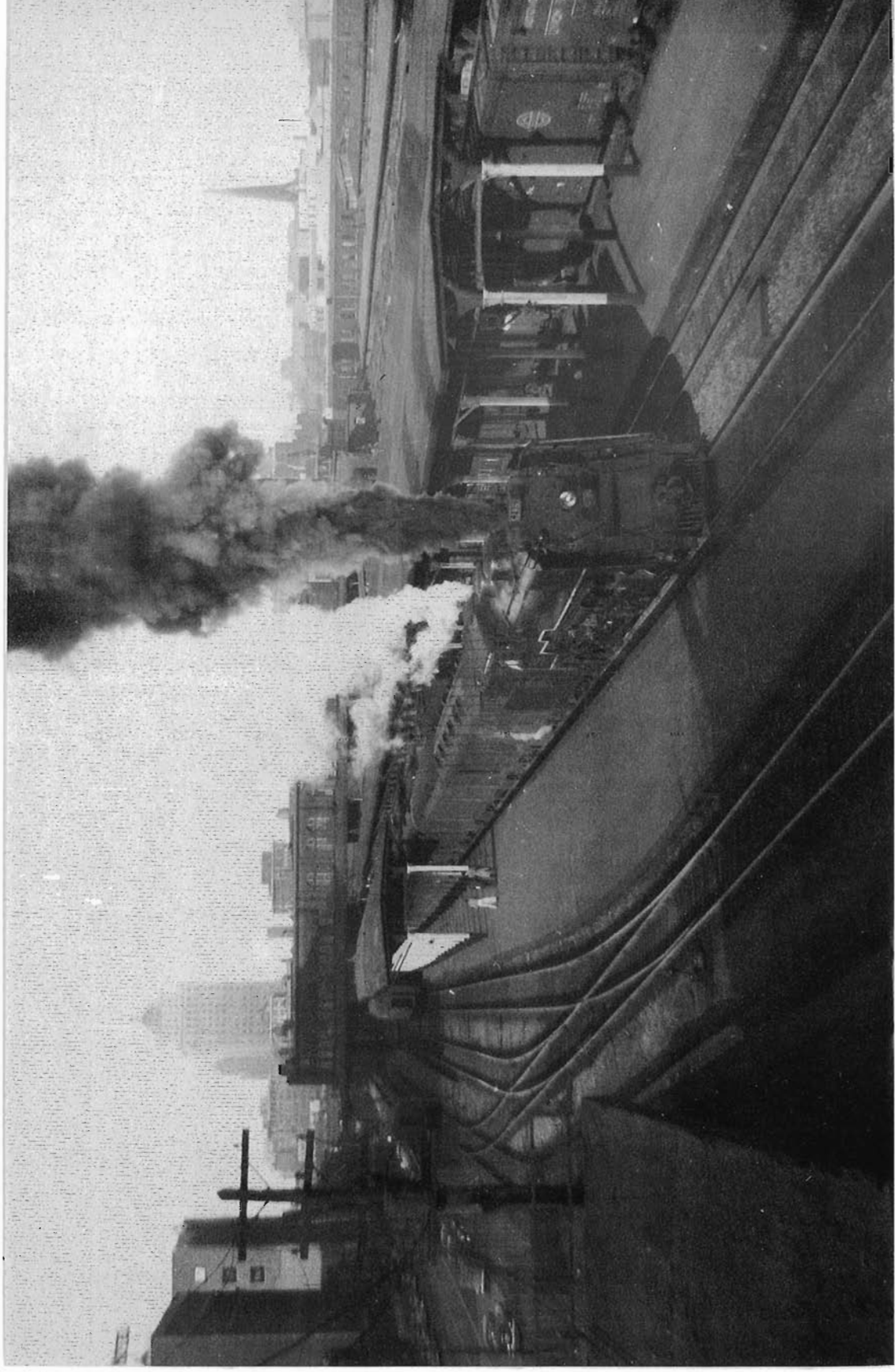
Frustrated in this project, the Grand Trunk turned its attention to Bonaventure Street Station of the Montréal & Champlain, formerly the terminus of the Montréal & Lachine Rail Road. The two railway lines, the GTR's five-foot, six-inch "Provincial" gauge and the Montréal & Lachine's four-foot, eight-and-a-half-inch Stephenson gauge, crossed on the level at Tanneries, about two miles west of Bonaventure Street Station. Seizing the opportunity, the GTR began negotiations to permit the installation of an east to north rail connection near the crossing, with the laying of a third rail from St-Henri Junction to Bonaventure Street Station to accommodate the GTR provincial-gauge motive power and rolling stock.

The first Grand Trunk provincial-gauge train arrived at Bonaventure Street Station on January 26, 1863; a year later, the GTR leased and in 1867 purchased the financially distressed Montreal and Champlain, including Bonaventure Street Station.

When the question arose as to why the GTR would not build a new station in Montréal, the railway claimed that the construction of a station in the older part of the city was impossible, due to "avariciousness of property owners" and therefore "the GTR had reluctantly to adopt the old terminus of the Montreal and Lachine Railway, the Bonaventure Depot".

→ AFTER THE FIRE OF 1916, THIS WAS THE "REBUILT" BONAVENTURE STATION which left Montréalers aghast. The towers and turrets which once dominated Chaboillez Square were gone and the station itself was utterly overshadowed by the aerial splendour of Canadian Pacific's Windsor, which loomed - éminence grise - in the background. Cars had replaced calèches and buses of the Canadian Transit Company - with "sulkey" trailers - were bringing passengers from the steamship piers at Montréal's harbour. Photo courtesy Canadian National Railways.





Before the lease of the Montreal & Champlain by the Grand Trunk in 1864, a third rail had been laid on Victoria Bridge to allow M&C standard-gauge trains from the south (Rouse's Point, NY) to have access to Bonaventure Street Station. The original station was not rebuilt until 1864, as the GTR hoped to expropriate property east of McGill Street to build a new terminal near the harbour-front in Montréal. To this end, as mentioned above, the Montreal Railway Terminus Company was verbalized on May 18, 1861 (Prov. Canada Act 24 VIC Cap. 82), but this charter was not activated.

The Grand Trunk Railway from Stratford, Ontario to Montréal was narrowed to four feet, eight-and-a-half inches on October 3-4, 1873, but the lines east of Montréal were not narrowed until September 1874. It may therefore be concluded that dual-gauge operation in and out of Bonaventure Street Station prevailed during the one-year period.

Three years after the GTR was standard-gauged, a company was formed in Montréal to build a large, new hotel at the corner of Peel and Dorchester Streets. This was the Windsor Hotel, which was opened on St. Andrew's night, November 30, 1878. Thereafter, the City of Montréal made a continuation of St-François-de-Salles Street from St-Antoine to St-Bonaventure Street, on the north side of Bonaventure Street Station. The City also created Dominion Square on Dorchester Street by expropriating a cemetery and relocating the human remains therein elsewhere.

With the improvements in this area of the City and the subsequent construction of the first portion of the Canadian Pacific Railway Company's imposing Windsor Station, the Grand Trunk was forced to spend some \$ 300,000 to "improve" the pitiful sight of the old Bonaventure Street Station. The made-over brick structure was unsightly to say the least, "a standing reproach to the City and the Company", according to a Montréal newspaper of the time. Another, in an editorial, referred to it as a "dirty barn".

Of typical United States Civil War-era architecture, it was a nondescript, rambling structure with an antique wooden "veranda" around three sides. In addition, it extended east into Chaboillez Square sufficiently to block St-François-de-Salles Street (later Windsor Street, today Peel Street), so that traffic was obliged to execute a "dog-leg" along St-Bonaventure Street to Chaboillez Square and the front entrance of the station.

The construction of the "new" Bonaventure Station was begun in the latter part of 1886. The first station on the site was of wooden construction. It was rebuilt in 1864, with larger train-sheds. This second variation, a new and larger brick structure, was opened for business in October 1888.

The castellated, Victorian grandeur of the 1888 Bonaventure Station was badly damaged by fire in 1916, to such an extent that the three ornamental towers, dominating the centre and two ends of the facade, were demolished and not rebuilt. If the newspapers of 1888 thought that the station of that era was a "standing reproach" and a "dirty barn", the rebuilt structure of 1918 must have left them quite speechless! But for the next twenty years, neither the railway company, the City nor the Government of Canada was in any position to spend even the smallest amount of money refurbishing Bonaventure Station.

THE 5.15 P.M. TRAIN FOR CORNWALL, ONTARIO, HEADED BY ENGINE NUMBER 5286, prepared to leave Bonaventure Station, Montréal, on an August afternoon in 1947. (47-275) CRHA Archives: E.A.Toohy Collection.



↑ RUINS OF THE FREIGHT SHEDS AND BOXCARS AT BONAVENTURE STATION, MONTRÉAL, after the fire of August 23, 1948. The picture was taken from the Mountain Street viaduct. The date was August 24, 1948.(48-515B) CRHA Archives, E.A.Toohy Collection.

Despite its lack of esthetic appeal, Bonaventure Station continued to process thousands of travellers and incredible numbers of military personnel during two World Wars. This inadequate terminus was used as the main GTR-CNR passenger terminal in Montréal until the opening of Central Station in July 1943. After that, it was still used by CNR suburban trains (Montréal-Vaudreuil, Québec) until August 1948, when a disastrous fire completely destroyed the satellite freight sheds and train sheds and damaged the passenger station.

Thus the 101-year-old station lost its passenger trains, which were relocated to Central Station. The new Bonaventure Terminal building, constructed following the fire, was rebuilt on an alignment corresponding with Windsor and Colborne Streets. This complex today houses freight, express and perishable traffic offices.

Through the years, several railway companies have shared Bonaventure Street Station with the Montreal & Lachine/Grand Trunk Railways. After December 1863 and by means of a third rail from St. Lambert, trains of the Montreal & Champlain and the Vermont Central Railroads entered Bonaventure Street Station. In the 1890s, passenger trains of the St. Lawrence and Adirondack Railway from Malone, NY and the Delaware and Hudson from Albany, NY, terminated at Bonaventure. Trains of the South Eastern Railway, then controlled by the Canadian Pacific, used Bonaventure at intervals in the late Eighties, so that it could be said that the CPR's passenger trains used Bonaventure Street Station for a time before the CPR's Lachine Bridge over the St. Lawrence River was completed in 1887.

The Canada Atlantic Railway opened its line from Ottawa to Coteau, Québec, on September 13, 1882 and by 1889 it was running a joint passenger service between Ottawa and Montréal (Bonaventure Street Station) with the GTR, having secured trackage rights over the latter from Coteau Junction to Bonaventure. From 1903, the Intercolonial Railway came west along the St. Lawrence on its direct line from Charny, near Lévis, to St-Rosalie Junction on the Grand Trunk, near St-Hyacinthe, reaching Bonaventure Station in Montréal by running rights over the GTR. In 1917, the Delaware & Hudson and the Rutland Railroad exchanged termini in Montréal, the former moving to the Canadian Pacific's Windsor Station, while the latter began running into Bonaventure Station.

During its history, Bonaventure Station was the scene of many interesting events. After the Beloeil Bridge disaster of June 1864, the dead and injured passengers, victims of the crash of the 11-car passenger train through the open swing-span of the bridge over the Richelieu River at Beloeil, were brought into the station. Volunteer militia, leaving Montréal on March 13 1866 to repel the Fenian raiders at Eccles Hill, near St-Armand, Québec, were given a tumultuous farewell by the citizens of Montréal.

The assassination in Ottawa of the Honorable Thomas d'Arcy McGee shocked the young nation. His body was returned to Montréal about April 7 1868 for burial in Mount Royal Cemetery. A funeral cortège followed the hearse from Bonaventure Station to his home at

↓ THE RUINS OF FREIGHT SHEDS NUMBERS 1 & 2, AFTER THE FIRE OF AUGUST 23 1948. The picture was taken from the Mountain Street viaduct on August 25, 1948. (48-515D) CRHA Archives, E.A.Toohy Collection.



the corner of Ste-Catherine and Drummond Streets. The same year, crowds of people gathered at Bonaventure Station to bid farewell to the Papal Zouaves, the military organization leaving for Italy to guard Pope Pius IX during the revolution led by Garibaldi.

Religious societies were very much in evidence at Bonaventure Station in the 1870s. Large crowds were on hand on an August day in 1887 to greet pilgrims returning from a visit to Lourdes, Rome and Ireland. Their ship, the "S.S. City of Brussels", had been unreported for over a month, in those days before wireless telegraphy, and the safe return of the pilgrims was greeted with brass bands, prayers and an address of thanksgiving and welcome by Father Dowd, the well-known Montréal prelate.

The following year, on July 12, Orangemen from Québec's Eastern Townships, Ontario and the United States gathered in Montréal to commemorate the first anniversary of the murder of Thomas Lett Hackett in the 1877 Orangemens' Riot in Victoria Square, Montréal. The anniversary demonstration created great tension and, as the situation became more threatening, Montréal's Mayor Beaudry had many special constables sworn in. By the evening, however, tempers had cooled somewhat and the visiting Orangemen had departed on their special trains from Bonaventure Station, without incident.

On a January day in 1880, Sir John A. Macdonald, Canada's Prime Minister, came to Montréal with Mr. Charles Stewart Parnell, the renowned Irish Patriot, and a torch-light procession was organized by Montrealers of Irish descent. Canadian "voyageurs" under the leadership of Colonel F.C. Demison, returned from the British Nile Expedition in 1885 to a rousing welcome at Bonaventure Station.

July 21 1936 marked the one hundredth anniversary of the opening of Canada's first public railway, the Champlain and St. Lawrence Rail Road. A special train, with Canadian National Railways' new 4-8-4 steam locomotive Number 6400 as motive power and including a flat car carrying a wooden replica of the 0-4-0 locomotive "Dorchester", power for the first passenger train in 1836, left Bonaventure Station for St. Lambert and St. Johns, Québec, where commemorative ceremonies were held.

After the demolition of Turcot Roundhouse and the reconstruction of Turcot Yards in the mid-Sixties, the three main-line tracks from St-Henri Junction to Bonaventure Station were reduced to two. The west to south and east connection at the junction was lifted and the venerable brick station at St-Henri closed. While crossing-tenders are still maintained at some of the more important road crossings between St-Henri Place and Rose de Lima Street, most of them are today equipped with flashers and half-barriers.

Before Canadian National Railways opened the new Central Station in 1943, Mr. John Loye, then President of the Canadian Railroad Historical Association wrote to Mr. S.J. Hungerford, President of Canadian National, requesting that the new CN station be named "Bonaventure Station", to perpetuate a name which had become familiar to travelers from coast to coast in Canada and overseas, as well. The suggestion was courteously declined and it was not until the late 1960s that Place Bonaventure and the Hôtel Bonaventure were opened, thus perpetuating the name of Montréal's first railway station on the City street named for the medieval theologian-saint.

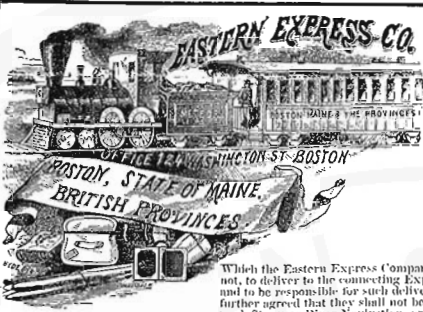


↑ THE FIRST THREE TRACKS ON THE NORTH SIDE OF THE STATION HAVE BEEN REMOVED and the area is being repaved. Freight cars are being loaded and unloaded on former passenger Tracks 4 & 5. August 30, 1948. (48-518) CRHA Archives, E.A.Toohy Collection.

Acknowledgements.

The Author would like to acknowledge the assistance of Mr. Jean-G. Côté, Association member formerly Research Associate, Headquarters' Library, Canadian National Railways, Montréal and Miss Helen Dechief, Librarian, Headquarters' Library, Canadian National Railways, Montréal. Mr. K.R.Hand of Canadian National Railways Photographic Department was most helpful with the illustrations.





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MONDAY, MARCH 15, 1976, WAS A SAD DAY FOR CANADIAN SHIP HISTORIANS , for it was on that evening that the 101-year-old car- barge, she that was the S.S.HURON, sank in 15 feet of water at her berth at Windsor, Ontario. The 210-foot car-barge, once the peerless railway car-ferry of the Detroit River, had made her final trip of the day from Detroit, when she began to list after part of her cargo had been unloaded. It looks like this is the end of the historic vessel. The item was sent by John Welsh.

CP RAIL'S APPLICATION TO DISCONTINUE ITS RDC "RAILINER" SERVICE FROM Victoria to Courtenay on Vancouver Island, British Columbia, is meeting with stiff opposition from the government of British Columbia. Equally unacceptable is CP RAIL's proposal to terminate rail service between Parksville and Courtenay, said to be necessary because of unsafe wooden trestles on this portion of the Esquimalt & Nanaimo Railway. By the time this item appears, it is probable that the proposals will still be under consideration. This item from Dave Davies.

THE HAMILTON, ONTARIO "SPECTATOR" OF FEBRUARY 14, 1976, REPORTED THAT former Toronto, Hamilton & Buffalo Railway steam locomotive Number 103, a MLW 2-8-0 donated by the railway to the City of Hamilton in 1956 and preserved in Gage Park, might be restored by Ontario Rail Association, Inc., for periodic use in excursions. A sub-committee of the City's Parks and Recreation Committee agreed to allow ORA to determine if the engine could be repaired for operation, but stipulated that every effort should be made to run the engine in the Hamilton area, with its TH&B number and name clearly visible. The "Spectator" also said that the Hamilton-Wentworth Conservation Authority had investigated the possibility of restoring the locomotive for operation, but decided the estimate of \$ 175,000 was too high. The Conservation Authority had proposed use of the steam engine in commuter rail service between Hamilton and the Dundas valley. Our thanks to Bert Holland for this information.

A RECENT STUDY CARRIED OUT BY CANADIAN PACIFIC CONSULTING SERVICES , Limited, and Canadian National Railway Company's CANALOG Logistics Limited for Canada's Ministry of Transport concluded that an extension of the 3-foot gauge White Pass & Yukon line from Whitehorse, Yukon Territory, north to Little Salmon (130 miles), to Pelly River (about 220 miles) and directly to Pelly River, about 190 miles. Both rail and road routes were viable, the study found, but it ruled out the proposed extension of the British Columbia Railway from Watson Lake, Yukon Territory, 256 miles northwest to Pelly River, thus providing a standard-gauge line to the mines in this area of the Yukon.

Southbound tonnage from mines is expected to triple in the interval to the year 2004, rising from the present 618,000 tons

to an estimated 1.9 million tons annually. The total cost of building one of the three routes would range from an estimated \$ 50.1 million for the Whitehorse-Little Salmon route to \$ 84.8 million for the Whitehorse-Little Salmon-Pelly River route. The Pelly River-Watson Lake line would cost an estimated \$172 million to build but would eliminate the trans-shipment of outbound freight at the WP&Y's container port of Skagway, Alaska. Thanks to John Welsh for this item.

NEWSPAPERS IN THE SAINT JOHN, NEW BRUNSWICK REGION NOTED ON MARCH 5, 1976, that Canadian National Railways had cancelled the freight-train run between Saint John and Fredericton, N.B. after 59 years of operation. CN freight Train 726 left Devon, N.B. on its last regular run at 12.40 p.m., returning from Saint John on the following Saturday morning. Freight traffic on the line will be carried by freight trains despatched on an "as required" basis. This item from R.D.Thomas.

IN MID-MARCH 1976, INITIAL HEARINGS BEGAN ON CANADIAN NATIONAL RAILWAYS applications to abandon several rail lines in Nova Scotia. Proposed for abandonment were the entire Inverness S/D (55.6 miles) from Port Hastings Junction to Inverness; the Sunny Brae Spur (12.6 miles) from Ferrona Junction to Sunny Brae; a portion of the Oxford S/D (25 miles) from Scotsburn to Tatamagouche and the entire Caledonia S/D (21.9 miles) from Caledonia Junction to Caledonia. The fate of the St. Peters S/D (25 miles) from St. Peters Junction on the Sydney S/D to the village of St. Peters, was also to be decided at these hearings. Rabbie MacLeod supplied this item.

IN CASE YOU ARE WONDERING WHY CANADA'S MINISTRY OF TRANSPORT IS SO anxious to reduce the rising costs of transcontinental passenger train operation, imagine the embarrassment of the members of the Canadian Transport Commission who, on February 27, 1976, were obliged to order Canadian National Railways and CP RAIL to continue operation of the "Super Continental" and the "Canadian", for the time being, at least. This order followed yet another review of the ruling in 1971 regarding "a passenger train service", as it applied to these two trains.

In any event, members of the CTC thus spent a considerable portion of the taxpayers' money. Losses on CN's "Super Continental" were reported as \$ 55.9 million in 1975, for example; the bulk of this amount was paid for by a subsidy from the federal government. Thanks to John Welsh for this item.

THE HALIFAX, N.S. "CHRONICLE-HERALD" PUBLISHED SOME INTERESTING FIGURES in a recent issue and we thank Garry Pollock of the Scotian Railroad Society for bringing them to our attention. In 1976, the Ministry of Transport will spend some one billion forty million dollars of the taxpayers' money as follows:

| | |
|--|-----------------|
| Airports - Toronto | \$ 47.1 million |
| Airports - Montréal Mirabel | 8.8 million |
| Airports - Calgary | 41.7 million |
| Airports - Vancouver | 13.3 million |
| Airports - Two jet aircraft to verify and monitor MOT instrument systems | 5.2 million |

Airports - air surveillance radar 6.8 million
Air traffic controllers and marine
officers training centre 14 million
Ice-breakers - two, heavy-duty, for
clearing St. Lawrence 34 million

It was not clear where the allocations for railway re-
search and development were listed.

FROM HIS OPERATOR'S DESK IN THE CANADIAN NATIONAL RAILWAYS STATION
at Grand Narrows, Cape Breton Island, Nova Scotia, Martin
C. Boston wrote in March 1976 to say that he had seen a
number of the newer type of CN diesel units. On the morning of the
first of March, Train 340 west east with units Numbers 9530-9587-5566
and 2027 on the point. Unit Number 2514 was on the Sydney S/D in mid-
February, the first 2500-series that Martin had seen. On the last day
of February, Extra 5056 east had units Numbers 5056-5043 and 5027 on
the head-end. Passenger train power is usually 3600-class units.
In the middle of February, the longest freight that Mar-
tin has seen went by Grand Narrows, eastbound with units Numbers
2023-2017-3630-3617 and 153 cars, mostly all loads, but Martin did
not get the totals.

AT THE BEGINNING OF MARCH, 1976, DON MCQUEEN WROTE FROM LONDON, ONTARIO
that Diesel Division, General Motors of Canada Limited had
about half completed order C-397 for twenty SD 40-2 units
for CP RAIL. These units had S/N A-3463-82 and road Numbers 5758-77.
Then work is to start on the two orders for Algeria, followed by an
order for 16 units for Indonesia.

FROM LETHBRIDGE, ALBERTA, PAT WEBB SENT US A NOTE SAYING THAT THE
history of the world-famous Lethbridge Viaduct of CP RAIL
was coloured by a "first" on 26 February 1976. A 23-year-
old local resident decided to ride his motor bike across the high
viaduct and made the crossing successfully - almost. Just where the
inside guard rails began to converge, he caught the front wheel of
his bike in them and was thrown to the track, breaking one wrist and
one hip. Before he could crawl off the track, a freight came rumbling
across the trestle and, before coming to a stop 450 feet beyond the
end of the viaduct, literally passed over the unfortunate "easy rider".
Fortunately, he kept quite still, lying between the rails and, from
this portion of the mishap, suffered little beyond a bad case of
shock.

Later the same day, the Calgary-Lethbridge flight of one
of the local airlines began to let down the landing gear preparatory
to landing at Lethbridge. As the 'plane's wheels came down, they did
not stop in normal position, but kept on dropping (literally) as the
'plane approached the airport. One wheel fell off the aircraft and
just missed the viaduct, landing in the valley bottom. The aircraft
did not land at Lethbridge, but returned to Calgary, where it landed
safely.

THERE ARE A FEW QUESTIONS ABOUT THE VARIOUS FERRY SERVICES ON CANADA'S
east coast which were unanswered as the summer navigation
and tourist season approached. Canada's Minister of Trans-
port was pondering - amongst other things - the transfer of the MV

Confederation from the Cape Tormentine-Borden run to the rival service between Wood Island and Caribou, operated by Northumberland Ferries Limited, a privately-owned company. But Northumberland was reluctant to ratify the arrangement unless the DOT was willing to grant a fare increase. DOT temporized by proposing that rates for tourists this summer would be higher than rates for Island residents.

DOT is also looking hard at the Saint John-Digby service which is presently costing Canadian taxpayers about \$ 1 million per year. This historic service may be sacrificed to the current federal economy drive.

THE CITY OF RED DEER, ALBERTA HAS BECOME THE FIRST CITY IN THIS WESTERN province to launch studies leading to the removal of CP RAIL's main line from Edmonton to Calgary out of the down-town section. The studies, to cost \$ 160,000, will be carried out under the federal government's Canada Railway Relocation and Crossing Act. The whole relocation project is estimated to cost some \$ 4 million to complete. J.D.Welsh.

CANADIAN NATIONAL RAILWAYS HAS ANNOUNCED THAT IT WILL SPEND SOME \$12 million on 12 miles of new double-track to improve its access to the lower British Columbia mainland. Construction will extend west from Page, on the present main line about 24 miles east of the railway's Port Mann yards and will include three major bridges. Completion of the construction is scheduled for 1977.

OTHER BUILDINGS IN TORONTO, ONTARIO, DESIGNATED AS BEING OF ARCHITECTURAL value or interest under the Ontario Heritage Act include the CP EXPRESS Building, 62-66, 68-88 Simcoe Street, built in 1912-13; the Toronto Railway Company's electric power house, 165-169 Front Street, built c. 1890-1895. W.J.Bedbrook.

NORTHERN AFFAIRS MINISTER JUDD BUCHANAN RECEIVED A TELEGRAM LAST February from the Jasper (Alberta) Townsite Committee opposing any relocation of CNR facilities from this mountain town. The federal government proposed to move the divisional point from Jasper to Hinton, Alberta, but a meeting between the six-member committee and Parks Canada officials opposed the move. J.D.Welsh.

MR. C. WARREN ANDERSON, OUR SENIOR MEMBER FROM SUSSEX, NEW BRUNSWICK, writes to say that Canada Atlantic Railway 0-6-0 Number 1, which was pictured on the back cover of the March 1976 issue Number 290 of CANADIAN RAIL was photographed at Depot Harbour, Ontario in 1900. Number 1 was built by the Baldwin Locomotive Works in September 1887, B/N 8723, cylinders 17x24", drivers 50", boiler pressure 140 psig, re 160 psig, tractive effort 16,507 lbs. re 19,500.

Number 1 became Grand Trunk Railway Number 1316 after the Canada Atlantic was bought by the GTR in 1905 and was later renumbered to 2565, class F-5.

WHAT'S WRONG WITH THIS PICTURE? WELL, NOTHING REALLY, EVEN 'THOUGH IT shows AMTRAK Train 64, from Detroit, Michigan at 08:00 to Buffalo, N. Y. at 13:25, speeding east through Hagersville, Ontario at about 13:00 on 14 February 1976. Bert Holland of Hamilton kindly sent in the photo for presentation.



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